

Defense Future Personal Property Program (DFPPP)

***CWA VERSION RELEASES
04 March 2005***



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CWA Version 2.0 New Features/Functionality (Released on 14 August 04)

I. New CWA front page login, navigation and user type(s)

1. Users now just get a single button upon entry to CWA. If already logged in to ETA, the page displays user ETA login info and button to enter. If not, button to login redirects user to ETA for authentication.
2. Upon authentication/entry to CWA, user navigation is customized to the user type. In this way, TP user type(s) only see links and navigation appropriate for them (i.e. no links to government pages). Similarly, government users only get links and navigation appropriate to their uses type and access level. So, for example, a PPSO user has no links to Audit Module (no access rights), but a PPSOMaster or DoDMaster user has the Audit links.
3. Only the new PPSOMaster user type was implemented. All new requirements involving TPAgents and TPMaster management of TPAgents has been deferred to a later date. The new PPSOMaster has the same functionality as a PPSO user type, but in addition can view the Audit Module, and when doing searches/reports, is not restricted to seeing only their associated GBLOC.

II. New PPSO Module functionality

1. New Messaging System.

1.1 Users can now create multiple messages per line item, with each message stamped with the date/time of creation, along with the userID that created the message. Messages are no longer restricted in content, and can now contain the characters % ' ". All messages for a given line item are displayed on a single page chronologically, reached with a link on the Shipment Services and Charges Page, indicating the total number of messages for that line item. New messages are indicated as "New".

1.2 New messages can be sent from a TP to either the origin PPSO or destination PPSO, or from an origin/destination PPSO to a TP, or from the origin/destination PPSO to the destination/origin PPSO.

1.3. Messages are flagged as “new” upon creation, and remain in that state until the destination target of the message (i.e. TP SCAC, origin GBLOC, destination GBLOC) views the new message. The new flag is displayed on both the TP and PPSO open item reports as well as search results. The result is that users no longer have to search all their shipments to determine if there are new messages, it will be displayed and obvious from the listing of shipments.

1.4. The old, original notes capability was retained, and are now used explicitly to display notes that come in on the EDI 859 notes section, or notes that go out on the EDI 858 (i.e. costing reasons/notes for denial of items by costing engine).

2. Automatic popup of message box if PPSO denies or disputes an item. When an authorized user disputes or denies an item on the Shipment Services and Charges Page, a popup appears informing them they should leave a message explaining their reason for disputing/denying the item, and then the Message Page appears for them to create the message for that disputed/denied item.

3. New Invoice Report(s) per requirements. Users can select to generate report for either web view or download form (| separated fields). If user type is a PPSO, then reports are generated only for their GBLOC. If user type is other government user (i.e. PPSOMaster, DoDRead, DoDMaster), then users have the option of selecting a particular GBLOC to generate the web or download report, or generating either report type for all GBLOCs. The report shows the summary number of invoices per GBLOC in pending state, disputed state (i.e. items either denied or disputed) and total open invoices. The report also details all invoice numbers and shipment BLs that comprise the summary.

4. PPSO users can now edit all location information associated with a particular line item (i.e. in Version 1, you could only edit the zip code/rate area).

5. Line Of Accounting information display has been better organized, with all Lines Of Accounting for a shipment now appearing on a single LOA page/link. If a shipment has an additional LOA due to either a Diversion or a Long Delivery, all LOA information is displayed/editable from the one LOA page. This fixes the problem of trying to find the appropriate LOA for a shipment in CWA (i.e. in Version 1, the Diversion LOA was on the Diversion Page and the Long Delivery LOA was on the Long Delivery Page).

6. PreApproval entry has been simplified with the addition of some high level service buttons. When users click on the high level service button(s), the appropriate individual billed items are checked that correspond to the selected high level service. For example, if a user clicks the Shuttle Service Button, the Aux Vehicle and Labor Service boxes are

checked, or if a user clicks the SIT Service Button, the SIT 1st day, SIT Additional Days and Warehouse Handling boxes are checked.

7. Print BL capability was added to the PPSO Module. Government users now have the link and ability to print the BL/generate PDF version of BL by entering the BL Number, exactly as in the TP Module. PPSO users are restricted to viewing/printing BLs for their GBLOC just as TPs are restricted to viewing/printing BLs for their SCAC.

8. Variable maximum quantities for packing items, based on weight, is implemented per the requirements. Items that surpass the max for the given shipment weight are flagged in red similar to other flags for mileage or weight discrepancies.

III. New TP Module functionality

1. New Messaging System described above in PPSO Module.
2. Edit of items on the TP Shipment Services and Charges Page automatically selects checkbox. So, as soon as a TP puts the mouse focus on an item to edit, the associated edit item checkbox is automatically checked for them. By doing this, it prevents TP users from accidentally editing an item but forgetting to check the associated edit box.
3. TP users can now edit all location information associated with a particular line item (i.e. in Version 1, you could only edit the zip code/rate area).
4. TP users can now enter/edit Reweigh information (i.e. in Version 1, only PPSOs could enter/edit Reweigh info).
5. View Shipments has been modified to allow users to enter a date range for the report, rather than just showing all shipments associated with that SCAC. In addition, TP users can filter the shipment report by Code of Service, if desired.

IV. Reweigh Functionality

1. Reweigh functionality fully implemented
 - 1.1. Reweigh functionality fully implemented to handle this scenario. If a shipment has not been sent to PowerTrack, and a reweigh is entered into CWA, then the shipment will be picked up by the Reweigh Handler. The Reweigh Handler checks the new reweigh weight, and if it is less than the original linehaul net weight, takes action. In this case, all items that have been billed and that depend on the shipment net weight will have the value of the net weight in CWA changed to the new reweigh weight, and the status of all these items is reset to updated status (even if already approved or denied). Once the PPSO comes in and approves these updated items, the costing engine will then recalculate each item using the new reweigh weight. In addition, when the 858 is sent to PowerTrack, it will indicate the weight used for each calculation to be the reweigh weight. The net effect of the Reweigh Handler is to basically act as a TP and update the net weight for all billed items that use the net weight (i.e. if a TP came in and edited by

hand every item on the shipment that uses the net weight with the new weight, then you would have the exact results that the Reweigh Handler generates).

V. Improved Audit Module

1. Additional audit trail elements have been added (per the requirements) to include the audit/display of changes to location information. For each billable item in the audit trail display, there is now a location link that takes the user to the audit trail for that location for that item. Any changes to any location for an item are displayed chronologically. In addition, there is a Shipment Address Audit Page, which shows the audit trail for all changes to all locations for a shipment (i.e. both THIST addresses as well as TP addresses).
2. The billable item audit trail display has been reorganized to make things easier to understand. Each item's audit trail is self contained, and separated from the next item's audit trail, and organized chronologically. Thus a user can see exactly what has changed for a given item moving forward in time. In addition, when there is more than one of a given item code (for example multiple 405 Fuel Charges), each item is separated into its own audit trail, so users can distinguish between the two.
3. An additional display was added to show an audit trail of other shipment items and flags that have changed. Examples of things now displayed on this new page are changes to the OTO flag, reweigh flag, and header notes (these items were not displayed in Version 1).

VII. New Reports

1. A download version of the Shipment Detail Report was added per the requirements.
2. The Branch of Service Report has been expanded with two additional reports per the requirements (a web and a download view of the same report). The new report shows not only the summary PowerTrack payment information for the branch selected, but also the detailed subtotal PowerTrack payment information per shipment.

VIII. New CWA Management Module (for DoDMaster only currently)

1. Email Management Page

1.1 An authorized user can set the global times that email reminders will be sent out to the PPSOs. Each hour block can be enabled or disabled for email reminders. The system automatically takes into account time zone differences, so if 1 AM is enabled, then the system will send out email reminders for all GBLOCs at 1 AM local time for that GBLOC.

1.2 An authorized user can set the email reminder parameters for each GBLOC. These parameters are whether or not the GBLOC will receive reminders (enabled/disabled), and the email addresses to send the reminders to.

2. Costing Detail Pages provide the authorized user with the ability to research the costing of any item on any shipment. Once a BL is entered, all the costing parameters for that shipment are displayed, along with every billed item. The user can then select a particular billed item, and every parameter that was used to derive the cost for that selected item are displayed, as well as the parameters submitted by the TP to derive their cost.

3. Costing Metrics Pages

3.1 Provides reports detailing the efficiency of the costing engine. Every item code that has been rated is displayed with the count of how many times that item code has been rated, and the percentage the CWA cost agreed with the TP submitted cost for that item code.

3.2 Provides reports showing what GBLOCs and what item codes the costing engine was unable to locate a rate for, in order to show where the SDDC Rate Tables have incorrect or missing data.

3.3 A detailed report, line item by line item, is available for any items that had a costing discrepancy. Each item is then linked to the Costing Detail Page to determine what caused the discrepancy in the rating of that particular item.

VIII. New CWA EDI Reports Module (for DoDMaster only currently)

1. An authorized user can view the EDI 824 Report by ISA SenderID, which shows every EDI 824 that was generated by CWA for a given ISA SenderID (per the requirements), for a selected date range. Each entry in the 824 report is linked to take the user to the detailed information concerning the selected 824. The detailed information shows every problem/advice that was given in the EDI 824 that was sent to PowerTrack.

CWA Version 2.2 Inform Document (Released on 09 September 04)

SCR 196 - Extra Pickup/Deliver Address not printing on BL printed from CWA

Problem: When the TSP printed the BL in CWA, if the shipment had an extra pickup/delivery, the extra pickup/delivery address was not printing in Block 13 on the BL.

Solution: The software has been modified and the extra pickup/delivery addresses are now printing on the BL. If there is more than one extra pickup/delivery, or a combination of both, the first extra pickup/delivery address will print in Block 13 and any additional extra pickup/delivery addresses will print in Block 25 on the BL.

SCR 216 - Wrong Rat Section for Dest/SIT and less than 500 miles

Problem: The costing engine was not choosing the correct destination SIT location information for rating when one is specified in the invoice AND there is also a different primary delivery address. Because of this, line hauls that are less than or equal to 500 miles were being rated by the costing engine using the wrong rate section if the destination SIT is in a different county/city than the primary destination.

Solution: The software has been modified to pull the rate from the correct rate section.

SCR 217 - Hawaii GBLOC not Found if both County AND State are not Specified

Problem: If the TSP supplies the STATE only on addresses in Hawaii and the address is a destination SIT or any other address besides Primary Origin or Primary Destination, the CWA will not be able to identify the GBLOC if the TSP does not also provide the COUNTY. This is because the PPSO GBLOC lookup for Hawaii only lists the GBLOC by county names and does not use the city names.

Solution: The software was modified use the rate area in Hawaii to determine the GBLOC as opposed to using the PPSO GBLOC lookup.

SCR 218 - Extra mileage costing on PDS is using wrong rate section

Problem: A problem was identified with the way that the costing engine determines the applicable rate section for extra mileage greater than 30 and less than 500 miles on pickup/delivery SIT (PDS) charges.

Solution: The software has been modified further define the costing rule for PDS to look at the correct location address to determine the applicable rate section. For primary origin to origin SIT, the city/county of the origin SIT, is used. For destination SIT to primary destination, the primary destination city/county is used. For the rare case of origin SIT to destination SIT, the destination SIT city/county is used.

SCR 220 - DTOD Miles Incorrect when Pickup Date is not Available

Problem: When the invoice is processed into the CWA before the TOPS/THIST pickup date is available, the step to get the DTOD miles and do the up-front MAX PACK rules checking is skipped and never done before the PPSO approves the invoice.

Solution: The software was modified so that when the DTOD miles could not be determined at the time the invoice was initially processed into CWA as a result of the pickup date was not being available, each subsequent time the "Shipment Service and Charges" screen is accessed for that BL, the system will do another check for DTOD miles until which time as the pickup date is available.

SCR 221 - Increase Size of BLI_RT_QTY column

Problem: A costed invoice was being held up in Production from going to back to PowerTrack after all line items had been approved due to limited size of the BLI_RT_QTY column which is 999.99. Need to increase the size to 9999.99.

Solution: The size of the BLI_RT_QTY column was increased to 9999.99.

SCR 224 - Validation Check 859

Problem: Currently, if a TSP submits an invoice for a shipment that has been canceled in TOPS, if the shipment record is in CWA, the 859 is processed in. A validation needs to be added to the 859 generator to prevent this. CWA insert a record in the void_gbl_number table in the CWA database. The shipment record remains in CWA in a BK status and can still be viewed by the CWA users. If an 859 is received from PT for that BL and the void BL indicator is set to a Y, the invoice will be rejected and an 824 will go back to PT stating the reason for rejection as "BL is cancelled".

Solution: A validation has been added to the 859 generator. If an 859 is received from PowerTrack for a particular BL and the void BL in the CWA database is set to a Y, the invoice will be rejected and an 824 will go back to PowerTrack with an error that reads "BL is cancelled".

SCR 225 - Status Code

Problem: Currently, if a shipment (BL) is cancelled in TOPS the status code on that shipment record in CWA remains in a BK status. Need the status code on the shipment in CWA to be changed to CA so users will know the BL has been cancelled.

Solution: The software has been modified so that when the su_void_gbl_flg_code = Y for a BL in CWA the status code of the shipment is updated to CA (cancelled).

SCR 229 - Branch of Service Report

Problem: When the user tries to run both the summary and detailed level reports for an individual branch of service (such as Army, Navy, Marine Corps, etc.) the "Total PowerTrack Paid" column shows zero in the dollar value. If the user selects "All Branch of Service" from the drop down, the software is able to find the dollar values for the paid invoices.

Solution: The software has been modified so that when an individual branch of service is selected from the drop down, such as "Army", the query will find applicable records for that branch of service and display the dollar values for those invoices.

SCR 230 - Reweigh for International Baggage

Problem: Item 506A (Reweigh fee) box shows net weight. This is an INTL UB shipment (JP-677003) and will be paid on gross weight. Recommend box be retitled. The title in that box should read "Net Weight" for international HHG shipments and "Gross Weight" for international UB shipments.

Solution: While researching this problem it was determined that this was not the only place within the CWA application where the title of the weight was displayed incorrectly. The software has been modified to reflect "Gross Weight" for INTL UB and "Net Weight" for INTL HHG throughout the application.

SCR 231 - GBL Print Date

Problem: Currently, the system date prints in Block 5 on the CWA version of the BL. A request was made during the SAT for Version 2.0 to have the original date the BL was printed at the TOPS site also print in Block 5 on the CWA BL.

Solution: While researching this issue it was determined that the date_gbl_printed column is stored in the CWA database as the date_b_l_prepared. The software has been modified to print the original date the BL was printed by the TOPS site in Block 5 on the BL.

SCR 232 - PowerTrack Reference Tables

Problem: Currently, there is an existing table in the CWA database called PWRTRCK_SHPMNT. This was the original table that was used in TOPS to determine if the shipment was a US Bank/PowerTrack shipment. It has since been replaced in TOPS with new tables (powertrack_carrier and powertrack_gbloc). These new tables are not in the CWA database structure. The PWRTRCK_SHPMNT table is not used in the CWA application. The table will never be needed in CWA because if a shipment makes it into CWA this because the shipment is being paid for by US Bank/PowerTrack or it would not be in CWA. Since this table is not used by the CWA application in anyway a decision has been made to remove it from the database.

Solution: This table has been removed from the CWA database structure.

SCR 236 - Invoice Tracking Pages

Problem: Rejected and Unprocessed Invoices are not being displayed when the View Details Link is selected. Select CWA EDI Reports, and then select Invoice Tracking Pages. The invoice field is left blank. Enter in the Start Date 01-Jan-04 and End Date 30-Aug-04. Select the Search button. The system will display the Type, Count, and Description of Multiple types of invoices. When the View Details link is selected for Accepted, Sent, and Paid Invoices the system will display the information. However, when the View Details link is selected for Rejected and Unprocessed Invoices the system displays a blank screen.

Solution: The software has been modified so that the list rejected and unprocessed invoices are displayed when the View Details Link is selected.

SCR 240 - Edit Capability for TP Multiple Report

Problem: In the TP Multiple Report link for "View Report of All Unapproved Items for All TPs with Approval Status" remove the capability to edit. The user should only be able to view the report.

Solution: The software has been modified and the edit icon has been removed. The user no longer has the ability to edit on the "View Report of All Unapproved Items for All TPs with Approval Status".

SCR 242 - 858 Generator Failing for HI

Problem: When determining whether an address was CONUS or OCONUS, the 858 generator is failing when the state is "HI" and the country code is null. Need to add a check to the 858 generator for addresses where the state code is "HI" and the country code is null.

Solution: The 858 generator was modified to allow for the country code to be NULL or missing when the state is HI.

SCR 243 - PPSO Dispute Capability for LHS until TOPS Weights are Received

Problem: When an invoice arrives in CWA and the weights have not been entered into TOPS, the PPSO can has the ability to approve or deny all but the LHS. The invoice is then left in a pending status. The PPSOs need the capability to DISPUTE the LHS until the weights are received.

Solution: The software has been modified so that the DISPUTE radial button now appears for the LHS line item when the weights are not in CWA. This allows the PPSO to dispute the line item and send a note to the TSP notifying them that they need to provide the weight tickets.

SCR 244 - CWA Validation Component

Problem: CWA validation component was configured to reject any negative charge, it needs to be changed to accept negative charges.

Solution: The validation component was modified to accept negative charges.

SCR 249 - Invoice Notes

Problem: When creating invoices and sending to (PowerTrack User Interface) PTUI, when notes are included that are specific to the line items billed as well as the invoice as a whole. Those notes are appearing on the invoice in PowerTrack. However, they are not viewable on the invoice that is in CWA. The notes data is being pulled from the wrong field in the EDI staging data.

Solution: The software has been modified to pull the notes data from the correct EDI staging data. These notes are viewable in CWA at the line item level as well as the BL level. The line item notes can be viewed by clicking the Message icon beside the applicable line item. The notes at the BL level can be viewed by clicking the TP Shipment Note icon. If there are multiple invoices for that BL, the notes for all invoices will appear at the TP Shipment Note link.

CWA Version 2.3 Inform Document (Released on 22 October 2004)

SCR 248 – New Branch of Service Summary Report

Problem: The Navy requested that a new Branch of Service Report be developed. This will be a downloadable report with pipe delimiters listing the following fields: Date Paid, Origin GBLOC, Origin City, Origin State, Dest GBLOC, Dest City, Dest State, TAC, LOA, Last Name, First Initial, SSN, Rank, Professional Books Wt, GBL #, Service Code, Net Material Weight, Rate, Line Haul Charge, Sit Charge, GBL Charge, Accessorial Charge, Delivery to (R=Residence/S=Storage), Receipt of Shipment Date, Fuel Surcharge, Entitlement Weight, Excess Weight.

Solution: A new Branch of Service report was developed under the Branch of Service Report link. The report is called Branch of Service Summary Report and provides the user with a list of BLs, to include related shipment information, that have been paid by PowerTrack for a specified date range. This report is a downloadable pipe delimited report containing the requested data elements above as well as four additional data elements not requested above. These data elements are captured in a similar report generated from the Report Main Page for individual shipments/BLs and it was determined that they would also be beneficial on this report as well.

The user is required to select the applicable branch of service from a drop down, enter the date range for the report, and click the Download Branch of Service Summary Report button. The system generates a list of shipments that were paid by PowerTrack for the date range entered where the branch of service matches the selected branch of service. It is important to note that this report contains only those records where the branch of service equals the branch of service selected by the user. The report is pipe delimited and easily exported into excel with heading names populating in columns across the spreadsheet.

Additional modifications were made to the design of the Branch of Service Report link screen to make it more user friendly. Users will now only be required to select the branch of service and enter the date range for the report once and click on the desired report. A RETURN button has been added at the bottom of each report to allow the user to return to the previous screen and select different report without being required to select the branch of service and enter the date range again.

CWA Version 3.2 Inform Document (Released on 24 November 2004)

SCR 246 - PPSO Pending list

This will allow for all invoices received in CWA to be included on the PPSO Pending List. This should include invoices that have only auto-approved items being billed. These invoices should also trigger sending an email notification to the PPSO of a pending invoice.

SCR 247 - Transposition of Total SIT Cost and Fuel Surcharge/Other Surcharges on Shipment Info Report.

On the Report Main Page Link, the View Shipment Info, the Shipment Info Report is displayed under the Payment Information section of the report and Total SIT Cost and the Fuel Surcharge/Other Surcharge dollars amount are switched. On the Report Main Page link when the user click on the View Shipment Info icon the Shipment Info Report is displayed Under the Payment Information section of the report the Total SIT Cost and the Fuel Surcharge/Other Surcharges dollars amount are switched. The same problem occurs on the Download Shipment Info Report.

SCR 253 - SIT at Origin.

Allow for TOPS to Populate CWA with Weight while shipment is in SIT at Origin. A Pop Up box comes up to alert the PPSO that a shipment is still in SIT at Origin. The PPSO will only have one choice but to deny the Line Haul Item Code. Allow for TOPS to Populate CWA with Weight while shipment is in SIT at Origin. Need Pop Up box to alert PPSO that shipment is still SIT at Origin as follows.

"Shipment in SIT at Origin. LHS must be denied" To curtail PPA Penalties, PPSO will have only one choice, "Denied" for LHS Item Code.

SCR 254 - CWA Audit Trail.

This allow for all CWA PPSO user types to view the audit trail for invoices managed at their sites. Currently, only PPSO master can view the audit trail.

SCR 255 - Fuel Surcharge Location Code Validation.

In validating the Fuel Surcharge Item Code, when the TSP submit a 405A and use a LOC Code of D, CWA should reject the invoice because 405A is an origin service and it should have LOC Code of O only.

LOC Codes

O = Origin Service

D = Destination Service

N = None

For 405A, the TSP must send a LOC Code of O because 405A is an origin service only. For 405B, the TSP can send a LOC Code of O or D because this service can be performed at either origin or destination.

SCR 258 - Switching of the DTOD URLs

Need to switch the DTOD URLs so that the CWA will use the new official SDDC DTOD and stop using the CWA specific DTOD.

SCR - 262 - Validation when processing the invoices from PowerTrack (EDI 859) in CWA

When processing the EDI 859's in CWA, the following validations will now take place: City, County, and State.

SCR 268 - Validation for Country Code specified in the invoice.

This release of CWA has a validation for county codes as specified in the invoice.

With this update, CWA will now reject any invoice that does not have the correct 2-digit Country Code listed (a 3-digit Country Code is not valid). Therefore, all TSP's are again encouraged to use spellings as listed in the DTOD Locations file, located on the SDDC web site.

SCR 272 – Case Mis-match.

The system looked for Navy (all upper case) and the code was actually Navy (upper and lower case) from ETA.

CWA Version 3.3 Description (Released on 15 December 2004)

CWA 3.3 Version was released into production on Friday, 10 December 2004. This release consists of the creation of a new table to store the commercial ocean rates for Code 3 shipments. This was done in part to accommodate new sites coming on board in Korea and Japan in order to ensure the proper rates area available to cost Code 3 Invoices in CWA.

All participants are encouraged to review the Item Code list that is available on the SDDC web site for the related updates.

CWA Version 3.4 (Released on 18 February 05)

250 Print BL – Invalid BL Number

Issue: When the user attempts to print a BL in CWA and the user enters an invalid BL number, an error message appears, "The BL Number Entered Is Not Valid". Underneath the message there is a CLOSE button. When the user clicks on the CLOSE button nothing happens.

Solution: When the user clicks on the CLOSE button, the window with the error message will close and the "PRINT BL" screen will appear.

251 View BLs - Date Range not Entered

Issue: If View BLs is selected and the user does not enter start date and an end date and clicks on the "Get Shipments" button, the next screen displays the date range in the header with a default start and end dates of 2003-12-15 and no records appears.

Solution: The screen instructions specifically state that a date range must be entered. However, if the user does not enter the date range, then a message will appear on the screen indicating that the date range is mandatory.

If the date is not in the correct format, an error message will prompt the user to enter a valid date format (DD-MM-YY).

259 EDI 858 transaction - Consignee CN and Ship From SF address

Issue: There was a coding error that caused both ship from (SF) and consignee (CN) addresses to appear in the 858 transaction for PowerTrack as the ship from address. However, within the EDI database the addresses were different in the shipment_edi table and costing of invoices were not affected. Addresses will have an impact on GSA, Coast Guard and FACTS interfaces.

Solution: The software was modified on 19 Jan 2004 to show the SF address in the SF field and the CN address in the CN field in the 858 transaction set.

**261 Mandatory MAXPACK (100A) item code

Issue: When the TSP submits an invoice for packing and determines MAXPACK does not apply; the invoice would only contain item codes for the actual packing. As a result, the CWA costing engine calculates to determine if MAXPACK is applicable. The costing engine is expecting item code 100A and when the costing engine did not find this item code it used the billable weight from the LHS submitted in the EDI 859 to perform its calculation. If the billable weight for that LHS was based on a breakpoint weight, the costing engine calculated the MAXPACK incorrectly as it has determined MAXPACK was applicable, when in fact it was not. As a result, the item codes that included packing charges would be denied with a cost of zero.

Solution:

CWA will check for two conditions:

1. *If MAXPACK applies, CWA costing engine will check for item code 100A along with packing charges (100B thru 100M).*
2. *If MAXPACK does not apply, CWA costing engine will check for packing charges (100B thru 100M) and item code 100A with appropriate billable weight as the quantity.*

Therefore, it is mandatory for TSPs to submit item code 100A with any invoice that includes packing charges whether MAXPACK applies or not. Appropriate billable weight as a quantity and item code 100A must be submitted when MAXPACK does not apply. The CWA rating engine will then cost item code 100A as zero. If MAXPACK does apply, the packing charges will be costed at zero and item code 100A will apply.

For item code 100A, radio buttons are removed and item codes associated with packing charges are displayed as "AUTOMATIC APPROVED".

A new validation to the EDI 859 processor will be added, which will reject any invoice containing packing charges (item codes 100B thru 100M) that does not include item code 100A. If this occurs, an 824 rejection error message ("ADR031: Invalid MaxPak Item code codes") will be sent back to PowerTrack.

A new error message has been created ("ADR031: Invalid MaxPak Item code codes") to illustrate MaxPack has been violated.

****NOTE: THIS MODIFICATION WILL REQUIRE A CHANGE FOR SUBMISSION OF INVOICES. ANY INVOICES SUBMITTED WITH PACKING CHARGES MUST CONTAIN ITEM CODE 100A WHETHER MAXPACK IS APPLICABLE OR NOT.**

270 Item Codes 152C and 152D costing rules check

Issue: The CWA costing engine was not rating item code 152A correctly. Due to the lack of clarity in the domestic solicitation(s), the Rates Team checked with the Day Companies' billing department and GSA's post audit side. Both GSA and the Day Companies confirmed item codes 152C and 152D should have a rate of 10% of SIT charges (145A and 145B) when the shipment has Full Replacement Protection. As a result, it is possible TSPs may have been overpaid.

Solution: *The rate solicitation and CWA costing engine have been updated to reflect the 10% rate for item codes 152C and 152D.*

Currently, SDDC is reviewing historical invoices in CWA to determine if any TSPs were overpaid. Any overpayment of monies will be recouped from the TSPs.

280 EDI 858 transaction - Destination Rate Area Missing

Issue: Destination rate area for the RH loop actually reflected the destination GBLOC and not the destination rate area. This will have an impact on GSA, Coast Guard and

FACTS interfaces. i.e. N1~RH~LKNQ~27~LKNQ N4~~~~~RA~**LKNQ** should be **US88**.

Solution: As of 19 Jan 2004, the CWA software was fixed so that the N406 element of the RH loop will reflect the destination rate area. The destination rate area field will no longer show GBLOC. It will show the destination rate area.

281 EDI 858 transaction - Multiple invoices

Issue: When multiple invoices are submitted against a single BL and the PPSOs approve and/or deny line items and submit to PowerTrack for payment, the 858 transaction is generated with all of the data for both invoices. However, only one invoice number appeared in the 858 transaction set. PowerTrack received all of the data but could not locate the other invoice without having an invoice number.

Solution: As of 19 Jan 2004, each invoice is being sent as a separate EDI invoice and is sent in the same file. It is sent separately because PowerTrack does not have the capability to handle multiple invoices.

282 Open Comprehensive Address Validation Algorithm

Issue: Creation of a more comprehensive validation for any address received in the 859s from PowerTrack.

Solution: Please refer to the steps below:

- 1. First, the code will look at the COUNTRY CODE submitted in the 859 to determine which table (na_locations or non_na_locations) to use for the validation process.*
- 2. If it is determined the na_locations table should be used, the code will look for an identical match on STATE, CITY and/or COUNTY. If an identical match is not found, the invoice will be rejected and an 824 error message will go back to PowerTrack stating "Invalid Address Element" and will indicate which field (city/state/county) is incorrect.*
- 3. If it is determined the non_na_locations table should be used, the code will look for an identical match on CITY and COUNTRY. If an identical match is not found, the invoice will be rejected and an 824 error message will go back to PowerTrack stating "Invalid Address element". In this case, it will be indicated that the entry for the city field is the incorrect element.*

283 810's Not Processing Correctly

Issue: 810's from Power Track have not been processing correctly into the database. Some of the fields were not populated.

Solution: The information on the EDI 810s will process correctly and populate in the database. This includes the paid lines of accounting (LOA) information. Each line item will record its LOA data separately to allow for different accounting for Long Delivery from SIT moves and diversions. This payment information will be available for display via the Branch of Service report.

284 Not able to Bill Fuel Surcharges at Origin and Destination for International Shipments

Issue: CWA was not accepting invoices for destination fuel surcharges on international shipments. CWA treated the invoice as if it were a domestic shipment. For domestic shipments, fuel surcharges apply to origin services only.

Solution: As of 14 Jan 2005, CWA software was modified to allow invoices containing origin or destination fuel surcharges on international shipments to be accepted in CWA.

- *When billing fuel surcharge for domestic shipments - Item 405A applies to ORIGIN services only.*

When billing fuel surcharge for international shipments - Item 405A applies to either ORIGIN or DESTINATION service

CWA 3.5 Release (Tentative release date between 3/9/05 and 3/13/05)

SCR 227 Database precision change on all EDI table numeric columns

Issue: The GENTRAN documentation indicates numeric fields of format type R0 to R9 are explicit decimal fields with precision of 1 – 9 respectively. When the create table scripts for EDI database tables were generated, the precision was SUBTRACTED from the max length. The precision should have been ADDED to the max-length in the scripts because GENTRAN validates based on the total data length, not the precision.

Resolution: As a result of inspecting all of the different numeric fields with precision, it was determined the numeric fields have more than enough capacity than this SCR specifies. Therefore, a fix is not required for this SCR.

SCR 228 CWA Metrics 2 Report

Issue: 1. SDPP request internal CWA metrics 2 report to contain invoices that are pending in CWA. These transactions shall contain blanks for PowerTrack Sent Date and Number of Denied Line Items. Request total list of pending items be received each week.

Issue: 2. Display additional column to reflect the number of days from updated status to first action taken by PPSO for each invoice.

Resolution: CWA metrics 2 report has been modified to contain invoices that are pending in CWA. The PowerTrack Sent Date and Number of Denied Line Items are blank. This report is generated weekly.

Since issue #2 is no longer a requirement, the report was not modified to include the additional column to reflect the number of days from updated status to first action taken by PPSO for each invoice.

SCR 265 Specific Field in CWA related to Fuel Surcharge

Issue: Services request the fuel surcharge to show separately instead of being included in the “Other Charges” category.

Resolution: CWA was modified to display the fuel surcharge separately from the “Other Charges” category in all CWA functionality. Every display or report that once combined the fuel surcharge with “Other Charges” has been updated.

SCR 285 Additional Summary Requirements for Navy Branch of Service Report

Issue: Navy request additional column in the branch of service report to identify the code of service. They want to be able to track how much money is spent for each code of service rather than a bottom line figure for all shipments.

Resolution: The code of service was added to the Branch of Service Report.

SCR 289 PPSO Pending List Report

Issue: The PPSO pending list report contains erroneous values for the number of days pending.

Resolution: The software was modified to correctly calculate the number of days. The PPSO pending list now displays the correct number of pending days for the oldest open line item for a shipment.

SCR 292 Missing 859 Transaction Information

Issue: The EDI 859 (invoice) transaction was received from PowerTrack, processed through the translator and was put into the UDF file for loading into CWA. However, the invoice did not load into CWA database and was causing an error.

Resolution: This is more of an issue that occurs with the way transaction management is built into the process of accepting a validated invoice and storing it in the database. The entries for billable line items are being populated before the address fields are being populated.

SCR 296 PPSOs cannot approve charges that are applicable to their GBLOC

Issue: Destination PPSOs cannot approve charges applicable to their GBLOC and origin PPSOs cannot approve charges applicable to their GBLOC. For example, line item 101B – Labor Overtime charge was billed as a destination charge and requires the destination PPSO to approve. However, this line item appeared on the origin PPSOs screen for the origin PPSO to approve. This is incorrect.

Resolution: The reference table (blabl_lin_inf) containing all of the items codes was updated accordingly to allow the responsible PPSO to approve charges applicable to their GBLOC. As of 11 Feb 2004, the reference table was updated with the information contained on the master item code listing located on SDDC website, www.sddc.army.mil/CONTENT/I2317/SSCN12317.xls

SCR 300 Internal Errors in CWA

Issue: Invoices received from PowerTrack contained '0' as the net weight and caused internal error message to display in CWA.

Resolution: Modification was made to the software to look for net weight other than null (blank) or zero value when net weight is required. When net weight is required and net weight is sent as a null value (blank) or zero, CWA will generate an EDI 824 requiring TSP to resubmit invoice with a net weight value greater than or equal to 1.

SCR 304 Additional Items Codes

Issue: SDPP provided updated domestic item codes listing to include service codes for 113 bulky articles, 113L and 113P.

Resolution: The reference table, blabl_lin_it_inf was updated to reflect the new description for service codes 113L and 113P. The changes were also sent to SDPP to advise them of the need to update the domestic_addl_service_item table for TOPS. Once this is accomplished then the table in will automatically update in CWA.